

Jim Crow Cars - 1935

Dc.

Greyhound Bus Office Admits J.C. Over-the-Wheels Policy

TRANSIT COMP'Y

Mrs. P. F. Lewis Claims She Was Forced to Sit in Rear

Another case of segregation was brought to the attention of the Civil Liberties Department of the I. B. P. O. Elks of the World, this week, when Mrs. P. F. Lewis, 1751 U Street, Northwest, charged that she had been forced to the rear of a bus while en route to Annapolis, Md. The bus line, the Peninsula Transit Corp., with its terminal at 1403 New York Avenue, Northwest has been substituted for the W. B. & A. line, an interurban that operated between Washington, Baltimore and Annapolis.

On the electric cars there was no segregation between those points, but the substituted bus line, according to Mrs. Lewis, has instituted a policy of segregating the Negroes from the white customers, as soon as the bus has crossed the District line into Maryland.

Mrs. Lewis is a frequent user of the bus line, having no other means of going to Annapolis, she said. Her husband is a prominent physician in Annapolis.

Henry Lincoln Johnson, an attorney for the Civil Liberties League, has taken the case over for investigation. His investigation of the facts have not yet been completed, he said.

WASHINGTON—The Baltimore office of the Peninsula and Greyhound Bus lines admitted to the AFRO this week that the drivers on these lines were instructed to segregate colored passengers in interstate traffic, putting them in the rear over the wheels.

Last week, following complaints of segregation made by Mrs. Portia Lewis and Mrs. Alice Moore, local school teachers, the AFRO called the Greyhound office here and asked the manager to state the policy of the company toward seating passengers.

The AFRO was told that service between Washington and Annapolis was controlled by the Peninsula Lines, in which the Greyhound Company "does not own a dollar's interest," and which it controlled in no form or fashion.

The Greyhound manager at Washington also advised the AFRO that his line did not discriminate in seating colored passengers.

This week, Mrs. Lewis said that she took the Peninsula Line bus at Fourteenth Street and New York Avenue, at 3:30 Friday afternoon, and asked the driver what arrangements for colored passengers were in force.

The driver replied that such passengers were expected to occupy the rear seats, said Mrs. Lewis.

Returning from Annapolis at 8:45 p.m., Sunday, Mrs. Lewis was again required to occupy a seat in the rear of the bus. Mrs. Alice Moore, who makes frequent trips on the same bus, told the AFRO that she had been asked to move into the rear seats by drivers on this line, over this route.

A call to the Baltimore office of the Peninsula Lines revealed the fact that in spite of the denials at the Washington office of the Greyhound Lines, there is an official connection between the two.

Upon being asked to state the

policy of Peninsula Lines on seating passengers, the official, answering immediately, replied: "I'll have to give you Greyhound for that."

Shifts Blame to State
Asked how it happened that a line disclaiming all connection with Peninsula last week, had to be called on for a statement of its policy, this week, the official remained silent.

Breaking the silence, he began explaining that the company had no policy—that it was simply acting under the State laws of Maryland, according to intra-State regulations.

The AFRO reminded the official that his company was operating an inter-State service, and therefore had no right to require passengers to change their seats, either before or after crossing the Maryland State line.

"We don't require it—it's the State of Maryland," was the defense offered.

Jim Crow Order Admitted
"Do you mean to say that the State of Maryland calls in John Jones, driver, and instructs him to seat all colored passengers at the rear of his buses?" the AFRO representative insisted.

"The Public Service Commission issues the instructions," countered the bus representative. "Then do you mean that the Public Service Commission in person, does any such thing?" the AFRO demanded. "Who is it that issues the instructions to these drivers?"

"Well, the company gets its instructions from the commission and tells the drivers," admitted the bus official. "Then the company instructs its drivers to separate colored passengers?"

"Yes," was the reply.

Prosecution Contemplated
Henry Lincoln Johnson, Jr., local attorney, is studying the case, and prosecution is expected.

Mrs. Lewis is an instructor at Garnet-Patterson Junior High School. Her fellow-complainant, Mrs. Alice Moore, teaches at Miner Teachers' College.

SEGREGATION IS CHARGED TO D. C.

The MANHOOD LINE

Stop Feeling Inferior, An Ex-Railroad Man Urges Negro

Former Union Leader Tells Few Stories to Illustrate

By EDGAR T. ROUZEAU.

"MR. CONDUCTOR—"
"Yes, Mr. Citizen."

And undoubtedly there was something about William H. DesVerney to command the respect of the conductor of the Seaboard Airline express, thundering through the gathering storm between Jacksonville, Fla., and Savannah, Ga., prompting the conductor to address Mr. DesVerney as "Mr. Citizen."

The conductor saw before him a Negro of massive build, around 56, graying at the temples, distinguished-looking—a man whose clothes were clothes of quality, whose mouth was determined at the corners, whose eyes were cool and self-assured. Moreover, the message brought to the conductor by the porter on the jim-crow car was sufficient testimony to show that the conductor had an unusual Negro to deal with.

The incident took place when DesVerney, after riding four hours, realized that he was hungry and consulted his watch. It was 5:30 p.m. The period, October, 1926. DesVerney beckoned to a passing waiter and, jerking a thumb toward the dining car, asked him: "Are they still serving dinner back there?" The waiter answered yes.

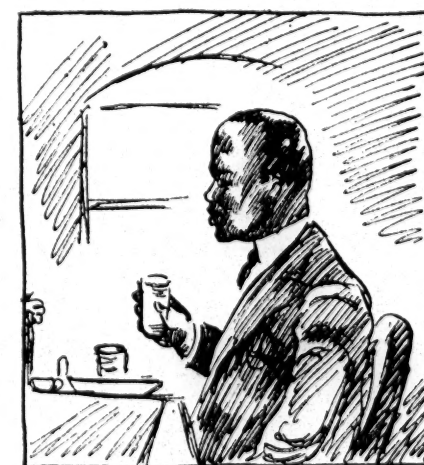
"Then I guess I'll go back and get a bite to eat," DesVerney announced, as he arose and put on his coat. But his announcement had shocked the waiter. "Man, you can't do nothing like that," he told DesVerney. "They won't let you. It's against the laws of the state." So DesVerney asked him to summon the conductor.

And now, now that conductor and passenger were facing each other in the jim crow car, DesVerney picked up a time table and found where it said that this particular train had a diner attached.

"Mr. Conductor," he said.



WILLIAM H. DESVERNEY, who was escorted to diner when he asked conductor, "How am I classified...?"



"Yes, Mr. Citizen."

"You are the skipper of this train, aren't you?"

"I am."

"In other words, you are the captain of everything here from the dining car, Mr. DesVerney had the under adverse conditions through cow-catcher to the observation car, car to himself and all the service he the South. He believed in two and when I speak to you I am wanted as he ordered his meal. The theories—that his money was as speaking to the Seaboard-Airline conductor stood by and saw that he good as that of the white man, and Railroad, am I not?"

"That's right."

"Fine," said DesVerney. "Well, this resides with his family at 150 West that when he paid it out, it should time table states that this train car-131st street, the DesVerney who was the patron of the railroads and ries a diner for the accommodation worked thirty-three years for the that all conductors, porters, ticket of passengers. Mr Conductor, how am Pullman Company, starting in the agents and news venders were ser-

I classified on your train, as freight, days when Pullman coaches were vans put there to accord his wish.

baggage or express?"

THE CONDUCTOR was floored, kerosene oil wicker lamps. The same took DesVerney's personality to put

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Verney was a passenger.

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"I'm going to hold you responsible to general organizer.

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ONCE MORE we meet DesVerney, demanding attention at the

"colored" ticket window in a railroad station at Savannah, Ga. The clerk, conversing with a white girl at an adjacent window, advised him to keep his shirt on.

"I have it on," said DesVerney. "I thought you were here to sell tickets, not to entertain or to give advice on how to dress. I'm going upstairs now and see the manager. Maybe he will be more interested in the railroad and won't be too busy to take my money and give me a ticket." Needless to say, the clerk insisted on selling Mr. DesVerney a ticket.

There was the time a butcher on a train asked DesVerney how far he was traveling. DesVerney resented the question and the butcher explained that he asked it because he usually rested his baskets of candy and fruits and his newspapers on the seat DesVerney was using. DesVerney suggested that he put them on the cow-catcher or in the coal tender, and the butcher, when the train stopped at the next station, approached the conductor on the platform and informed him of what DesVerney had said. "When a nigger talks like that to a white man he's crazy," said the conductor, just outside of DesVerney's window. "I advise you to leave him alone."

Again, traveling to New York from Washington, D. C., on a Baltimore and Ohio train, DesVerney made his way to the dining car, where he was halted by the steward. DesVerney noticed that there were many vacant seats in the diner, but no vacant tables.

"Do you wish something?" asked the steward.

"Luncheon," said DesVerney.

"I'm sorry," said the steward, "but I haven't got a seat available just now. Everything is reserved."

DES VERNEY was standing beside a table for two, one of the seats being occupied by a white gentleman. DesVerney pulled out the vacant chair and sat down. "Get me a menu and a check," he told the dumb-founded steward. The white man at the table arose hastily and made his departure, but DesVerney was un-

perturbed, especially since the Pullman Company, DesVerney was in charge of the private cars of President Harrison, Cleveland, McKinley, and Taft, Mayor Willard, president of the Baltimore and Ohio, and Roswell P. Flower, former governors of New York State; Verney had traveled in every state in the union as a porter with the Pullman Company, and was familiar with others high in the affairs of the railroad. He then wrote:

"Dear Sir: Your dining car service is the equal of the famous Pullman service on the Santa Fe line, but I limit because he arrived at the conclusion that the Pullman porter was then told of his experience on the trip from Washington, demanding to know if the discourtesy of the steward was backed by the railroad. He threatened to circularize every Negro organization in the country and urge them not to patronize the B. and O. Soon an agent for the railroad made a special trip to New York to assure DesVerney that the steward had been discharged, and

Insistence on Rights on Trains in Dixie Brought Results

that his attitude did not represent the policy of the railroad toward its colored passengers.

IN THE DAYS of the old Florida Central and Peninsular Railroad, now absorbed by the Southern, DesVerney was accompanying his son and his first wife to Savannah, Ga. At Charlotte, N. C., he had to transfer from the Atlantic Coastline to the F. C. and P., and he took his family to one of the coaches assigned to white passengers, although the train had a jim crow coach. In those days North Carolina did not have a law prohibiting Negroes from riding in any coach on a train, but the white passengers on the train began to pass remarks and to look askance at DesVerney.

Finally the conductor approached DesVerney, informing him that he would have to go to the jim crow coach. He explained that it was the law of South Carolina that Negro passengers should not ride in the same coaches with white passengers.

"But this is North Carolina," said DesVerney. "Are you invoking the law of South Carolina against me before we get there?"

The conductor explained that he generally tried to have all passengers assigned to their proper places before reaching the border of South Carolina. "We will be there in thirty-five minutes," he said.

"Well those thirty minutes belong to me," said DesVerney, and he remained until the train crossed the border of South Carolina.

HIS years with the Pull-

PENNSYLVANIA RAILROAD JIM-CROWS NEGRO DINING CAR PATRONS

NEW YORK - (CNA) - The Pennsylvania Railroad system has a deliberate and official Jim-Crow policy against Negro dining car patrons.

This fact was revealed last Monday night at a meeting of the Dining Car Employees Union, Local 370.

4-27-35

Woman Jim-Crowed

A dining car waiter and member of the union who had just finished his run from Washington to New York related the following incident at the union meeting:

A Negro woman who occupied section no. 7 in Pullman car No. 540 entered the dining car during rush hour. She sat at a table at which one seat was empty and at which a white man was eating. The white man got up instantly and refused to pay his check.

Apologizes To Negro-Hating White

A Mr. Smith (white), steward of the diner no. 7964, profusely apologized to the Negro-hating white man and explained to him that it was the policy of the railroad never to seat Negroes and whites at the same table. Neither the steward nor any other company representative made an effort to collect the white man's food bill.

Members of the union bitterly denounced the company's Jim-Crow policy and several declared they would protest to the company.

Jim Crow Cars-1935

Georgia
6

Savannah, Ga. News
August 20, 1935

WANTS COLOR LINE MORE SHARPLY DRAWN

Lt. Rogers Refers to Mixing Races In Dime-Taxies

Denouncing the dime taxies who transport both white and colored persons in the same cabs, Lieutenant of Police James W. Rogers said yesterday that the color line should be more sharply drawn.

"It seems to me that the taxi companies could have certain cabs assigned to handle the colored business with negro drivers at the wheel, instead of piling both races into taxies as certain interests are doing at present," Lieut. Rogers said. In my opinion, said the police lieutenant, the "Jim Crow" could be made to apply in the case of the taxies just as it does in the street cars.

Lieut. Rogers stated that while he planned no action as a police executive, nevertheless, something should be done to remedy the condition.

Jim Crow Cars-1935.

Illinois.

Against Bus Line

A jury in the court of Judge Francis M. Borelli late Tuesday night, brought in a verdict in favor of Miss Callie Stevens, 5833 Michigan avenue, for the sum of \$60 and costs against the Safeway Bus Line.

This victory under the Civil Rights law of Illinois was brought to a successful conclusion after two years litigation by Attorneys William H. Temple and C. Mollison, members of the legal redress committee of the Chicago branch, NAACP.

Attorney Temple, in conducting this case, forced the witnesses for the bus company to admit that the refusal to seat Miss Callie Stevens on May 25th, 1932, according to the reservations made and the ticket purchased by her was a matter of discrimination on account of color.

Witnesses Tricked

Witnesses of the bus company, including the president, Paul Dilmarr, were tricked into admissions by Attorney Temple that established fact that Race people were usually given seats either over the rear axle or in the rear where seats did not provide space for reclining. One white witness even went so far as to admit "that wives of white men objected to riding beside colored people for a distance of 1,000 miles."

While the amount of damages in this case was not large, the verdict is significant because of the stubborn fight put up by the Safeway Bus Company. The successful conclusion of this case was significant in face of the fact that witnesses were brought by the Safeway Bus Company from as far as Cleveland, Ohio, and in face of the fact that four out of five of the original subscribers for stock of the Safeway bus company were members of the law firm which tried the case.

Violate Civil Rights Bill

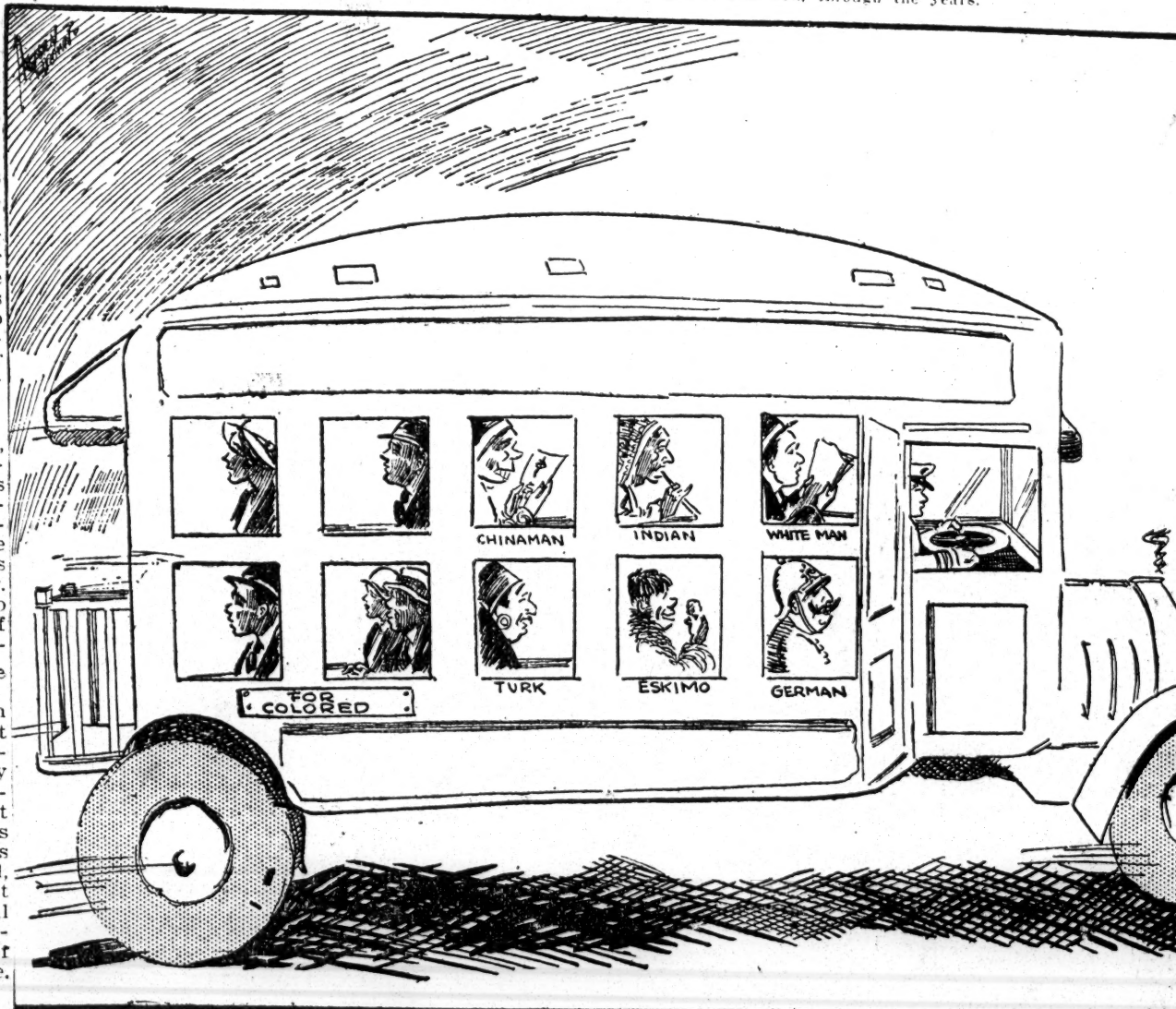
Attorney Mollison presented to the court a list of authorities from Illinois and New York which clearly established the fact that the refusal to seat Miss Callie Stevens was a violation of the Civil Rights Act of the state of Illinois.

The Chicago Branch NAACP has received over fifty complaints involving discriminations on account of color by bus companies operating out of Chicago and other points and this case is the first of a number which has come to trial. Judge Borelli exhibited a fairness in this case and while some of the jury were in favor of an award of \$300, the final verdict of \$60 and costs

represents a compromise verdict. Attorneys for the Safeway bus line sought to have this case and other cases pending against them settled out of court before trial but Attorneys Temple and Mollison refused all such overtures.

Cartoon Corrects Vicious Practice

One of the many injustices The Defender fought against and won, through the years.



This cartoon, published in The Chicago Defender two months ago, accompanied the anonymous petition of officials of bus lines operating throughout Georgia and South Carolina. An order was immediately issued that put an end to the humiliating practice which it depicts. People who live on the highway in these states now know the reason for the sudden change in seating arrangements. This, however, is only half victory. The battle will continue until Jim Crow seating is entirely abolished.

VICTORY

Sumter, S. C.
Editor The Chicago Defender,
Chicago, Ill.

Dear Sir: I want to thank you for the interest which was shown in the system of operating buses in this state where the Race was forced to ride backward. The cartoon you printed on the subject had much to do with abolishing the practice. I live on the highway and grew so tired of seeing people imposed upon. The Chicago Defender is the only paper to take up the cause of the Race wherever discrimination and prejudice is found. We can always depend on this paper to fight the battles of the Race. Few of the leading people here had talked about the discriminating practices of the bus lines, but none were brave enough to voice their opinion where it could be heard and where it would do some good.

The Chicago Defender won this fight; may it win many more. Thanking you for your good work, I remain,

Your truly,
ANDREW JUDSON SMITH,

Plan to Travel?

DO YOU travel by bus? If you do, we think you should be interested in a letter received by W. N. Cash of Chicago from the Greyhound Lines. Mr. Cash was planning a trip to the East by bus, and he made a few inquiries about the treatment a Negro passenger might expect. Here is the answer:

"Please be advised that we make no discrimination in the handling of colored passengers except we maintain the right to seat them the same as we do with white people. It is generally understood that colored people will choose seats to the rear of the coach and we cannot say that we experience any difficulty in this regard."

"There are no restrictions relative to meals being served to colored people although we find that most of them do not wish to be seated at tables or counters, but prefer to obtain their food and eat the same while seated elsewhere in the terminal."

If you are planning a trip we suggest that you consider that letter carefully. Pass it on to your children also.

Seek Action *Defender* Against Bus *9-21-35* Line Here

Two suits of \$500 each were filed in municipal court of Chicago last week on charges of violation of the Civil Rights Act against the Great Eastern Bus System.

The suits were filed by Attorneys Sidney A. Jones and William H. Temple, counsel for the N.A.A.C.P. on behalf of the Rev. L. D. Bunn, his wife and son. *Chicago*

The family had bought tickets August 13 from the bus system, the bill states, to go to Detroit. Their tickets called for seats Nos. 1, 2, and 3 at the front of the bus. They boarded the vehicle at 12th St. and Wabash avenue. *24*

When they reached the downtown station at 232 West Madison St., all passengers were asked to get out so that the seat covers could be put on. Officials of the bus company at the station, it was stated, called Rev. Bunn and his family and told them that they would have to take back seats in the bus.

The suit charges that the discrimination was made because of the color of the passengers. The Rev. Bunn refused to take the seats and the driver was said to have put their luggage in the street and to have driven away without them.

SEE JIM CROW IN PROPOSED NEW BUS LINE

The Recorder Uncovers Plan
Of New Association of
Negro Haters to Get Lily
White Line

PASTOR ASKS J. C.
School Board Likely To
Reject Proposal to Build
All-Colored Library Branch

About four weeks ago this same organization petitioned the company for jim crow busses on the Northwestern line. This was refused by company officials. Rumors that the association has the secret support of the Junior League have not been verified.

At a meeting of the Board of School commissioners last week a delegation from the association, headed by the Rev. Aubrey H. Moore, pastor of the Seventh Christian church, requested that in building be set aside for a branch library exclusively for colored children and adults. The Rev. Mr. Moore told the school commissioners that members of his association wished to have the many colored book lovers now using the Riverside branch of the public library, located in the Golden Hill district, excluded from that privilege and directed to the proposed

Residents of the "Golden Hill" all-colored branch. Separate Branch Unlikely
Merle Siderner, president of the board, said the proposal would be given any consideration it was worth, but plainly indicated he thought it would not receive favorable consideration.
Members of the mushroom Golden Hill Civic association are mostly whites of the middle class and do not include residents of the exclusive Golden Hill district north of Thirty-eight street where many of the city's wealthiest and most highly cultured people maintain costly homes.

Climaxing a series of moves designed to either establish a perfect replica of the Georgia jim crow system or drive colored people from the neighborhood altogether, the Golden Hill Civic association, composed of residents of the large section has induced the Indianapolis Street Railways, inc., to file an application with the public Service commission of Indiana asking permission to operate a motor bus route over certain streets of the northern part of the city where they live but now served by the Northwestern avenue trolley bus line, heavily patronized by colored people.

Hot Bed of Hatred

Members of the Golden Hill Civic association, The Recorder has learned through secret investigation, reside in the area bounded by Northwestern avenue on the east, Thirty-sixth street on the north, White river on the west and Thirtieth street on the south. Included in the area is Riverside Park, one of the city's most beautiful parks. According to James P. Tretton, vice-president of the street railway company, the application was filed by his company at the insistent request of the "Golden Hillers", and if granted will be operated for a 90 day trial period. He admitted there was no apparent need for the new line.

Refused Jim Crow Busses

Jim Crow Cars - 1935

Kansas.

AWARDED \$500 FOR JIM CROW AT BUS DEPOT

Call
Supreme Court of Kansas
Rules Against Separate
Waiting Rooms

12-22-35
TOPEKA. — The Kansas supreme court ruled Saturday that bus companies operating in this state are not permitted to use separate waiting room for Negro passengers. The tribunal sustained the decision of a jury in Wyandotte county which awarded Mrs. Zena Higgins \$500 for being refused accommodations in a bus waiting room in Ottawa.

Mrs. Higgins suit for \$3,000 was against the Southern Stage Lines. In her petition she claims she contracted pneumonia and was sick four weeks when an agent of the company in refusing to allow her to wait in a hotel lobby for a bus caused her to stand out in the cold and snow for more than an hour January 7, 1934.

Told to Wait Outside

Mrs. Higgins and her husband, Elvin, had been visiting Mrs. Higgins' parents in Ottawa. They sought shelter in the bus quarters which took up part of a hotel lobby. They were told to go outside and wait, according to Mrs. Higgins' petition.

The plaintiff, a resident of Kansas City, Kas., filed her suit January 29, 1934. A jury in Judge E. The court ruled that Mrs. Higgins was entitled to collect from the defendant concern.

On May 1, 1934 the Higginses were living at 407 Minnesota avenue. L. Fischer's division of district court awarded her damages of \$500 May 1 of last year.

The case was appealed by the Southern Stage Lines company to the Kansas supreme court.

Jim Crow Cars - 1935

Maryland.

BUS CO. DENIES RESPONSIBILITY IN SEGREGATION

WASHINGTON, D. C., Nov. 1—Who is to blame when nobody is to blame—when all deny the imputation of fault? That problem faces Henry Lincoln Johnson, Jr., attorney for Mrs. Portia Ferguson Lewis, in the latter's suit against the Peninsula Transit company, charging segregation. 11-2-35

A bus driver of the transit company is alleged to have required Mrs. Lewis to take a seat in the rear of the bus on the Annapolis run because of some Maryland statute which requires "segregation of white and colored passengers in Maryland." She was traveling from Washington to a point in Maryland.

Both the Maryland Public Service Commission and the Peninsula Transit Company deny responsibility for "segregation of white and colored passengers" on buses operating between the District of Columbia and Annapolis, according to Atty. Johnson.

Mr. Johnson made public a letter from the Public Service Commission of Maryland in which he was advised that no instructions have been issued by the commission relating to the segregation of interstate passengers on buses running through the State of Maryland, and that the commission knows of no law of the State of Maryland which requires such segregation. The letter to Mr. Johnson was signed by Frank Harper, executive secretary, Baltimore, Md.

At the same time, Mr. Johnson said a representative of the Peninsula Transit Company had called at his office and in his absence left word that the company was not responsible for segregation of passengers between Washington and Annapolis. He said he plans to have a conference with a representative of the transit company, after which he will decide what action to take in the case of Mrs. Lewis.

Greyhound Line Admits Jim Crow Was a Mistake

WASHINGTON — Three weeks ago, the Baltimore office of the Peninsula and Greyhound Bus Lines admitted to the AFRO that their drivers were instructed to segregate colored passengers in interstate traffic, putting them in the rear over the wheels. 11-2-35

Officials of the Greyhound Company, which had previously denied having any affiliation with Peninsula Lines, insisted that transportation between Washington and Annapolis was interstate traffic and passed responsibility to the Maryland Public Service Commission.

Admits Mistake

This week, officials of the Greyhound Lines called at the office of Henry Lincoln Johnson, Jr., retained by Mrs. Portia Lewis and Mrs. Alice Moore, in the bus segregation cases, to explain that segregation orders "were a mistake."

The Maryland Public Service Commission also sent a representative to disclaim responsibility for segregation orders affecting interstate traffic.

A definite statement from the Greyhound and Peninsula Lines, stating that they have instructed their drivers to discontinue discrimination in seating passengers on lines crossing state boundaries, is expected shortly.

A Trip to I

SCOTTSBORO BOYS

New Struggle

Funds Urgently Needed

As Hearings for Four

Boys Are Imminent

By Anna Damon

(Acting National Secretary, International Labor Defense)

(See Editorial on Last Page)

The half-dozen Negroes seated in the train gathered up their luggage and moved back, toward the Jim-Crow cars. In this way I knew that we had passed the Mason-Dixon line, and were on our way into the heart of the South.

From then on the signs that were on Southern soil multiplied rapidly. The character of the landscape began to change. The fields looked less well tended; broken pickets of unrepainted fences lay on the ground. The houses were more weather-beaten; the proportion of tiny, unpainted board shacks increased rapidly. The people seemed thin, underfed. These signs told, more clearly than the most eloquent words, of the fearful exploitation of the masses of the South, more brutal and more intense than anywhere else in the country.

Jim-Crow Signs

Jim-Crow signs increased. "For Whites Only," "For Colored," we saw them in station waiting rooms, drinking fountains, lunch-counters. Still further South, the very soil was different. We began to see the red clay—red as no Northern soil is red. A chemist or a geologist can explain this phenomenon, simply and logically. But among the Negroes there is a saying that the soil of the South is red with the blood of generations of black people.

I stopped off in Atlanta. Soon I was in the home of Mrs. Josephine Powell, mother of Ozie, one of the Scottsboro boys. Mrs. Powell is ill; a life-time of hard work, lack of personal care and medical attention, worry—and, above all, the four-year agony of seeing her son in the shadow of the death chair—these things have wrecked her

health. She suffers from a tumor, and she is rapidly going blind. Between the jail in Paint Rock and the jail in Scottsboro, between the Department of the International Labor Defense can send her each month is all that stands between her and starvation. She has not even a shack of her own, such as many of the Southern workers, white and Negro, call by the name of home. She lives in one room, in the cheapest of Jim-Crow boarding houses.

Girl of Ten at Work

Mrs. Viola Montgomery, the mother of Olen, also says that she could not live if it were not for the assistance of the I. L. D. Prisoners' Relief Department. Her little girl, ten years of age, is forced to go out to work, tending white folks' children. Mrs. Montgomery is looking forward anxiously to the petition for bail for Olen and for Willie Roberson, which will take place in Decatur in the immediate future.

In Atlanta there was brought vividly to my attention the desperate plight of the unemployed. On June 1, 10,000 persons—cynically designated by the authorities as "unemployables"—were dropped from the F. E. R. A. relief rolls. The Fulton County Welfare Board then refused to assist them. No wonder 1,000 persons rallied to the call of the Unemployment Council, headed by Angelo Herndon in 1932, to go before the Fulton County authorities and ask for bread for the needy! No wonder the Georgia officials have since then fought tooth and nail to send Herndon to the chain-gang, in order to preserve their system of wholesale and callous starvation of the jobless!

Terror in Birmingham

From Atlanta I went to Birmingham, center of Southern industry, and, likewise, of Southern ruling class terror against militant workers. It is hard for people whose activity in the labor movement has been confined to the larger Northern centers to appreciate the obstacles facing our organizers in the South. In this kingdom of the Tennessee Coal and Iron Company, even the question of a place to meet becomes a severe difficulty. There must be a constant change of meeting places; there must be a system of personal messengers, for no notice of a meeting may be entrusted to the mails. The I. L. D. has recently been able to prove that the mail-carriers have consistently acted as government stool-pigeons in the Birmingham region.

I went to the Jefferson County Jail, a white structure only a few feet from a monument dedicated to the memory of the slave-holding Confederacy. It is here that the

Scottsboro boys are confined. Between the jail in Paint Rock and the jail in Scottsboro, between the Department of the International Labor Defense can send her each month is all that stands between her and starvation. She has not even a shack of her own, such as many of the Southern workers, white and Negro, call by the name of home. She lives in one room, in the cheapest of Jim-Crow boarding houses.

Glad to Be Out of Death Cell

I talked first with Haywood Patterson, oldest of the boys, three times condemned to die and three times saved by the I.L.D. and by the masses which it gathered around it. Haywood arrived in this jail only a few weeks ago. Even after the highest court had reversed the sentence against him, he was kept in the Kilby death cell in Montgomery. Through the efforts of the I.L.D., he was finally transferred to Jefferson, along with Clarence Norris. "I'm glad to be out of there," Miss Damon, he said simply. "The Kilby death cell was hell."

All the boys had attempted to dress up a bit when they heard I was arriving. Visitors are rare in that place, and their coming is an event. The boys all told the same story: they are tired of confinement and the threat of the electric chair; they want to be out, free, and re-sume normal existence. I brought them boxes of candy, collected from sympathizers who knew I was making the trip to see the boys. Olen Montgomery is going blind. One eye is sightless; but it is slowly infecting the other nevertheless. Olen asked me to see what could be done about an operation.

All the boys are anxious for the hearings that will take place soon, for this will mean one more battle fought out in the struggle for their freedom.

I left Birmingham and went to Chattanooga, where I talked at length with Mrs. Ada Wright, mother of Roy and Andy; Mrs. Janie Patterson, mother of Haywood, and Mrs. Mamie Williams, mother of Eugene. They are hopeful and courageous.

For four years Scottsboro has been in the forefront of the consciousness of the South. Negroes and an increasing number of militant white workers and intellectuals have fought for the boys' release; the landlords and factory-owners of the Alabama lynchings! We must raise a Scottsboro freedom fund to match the Scottsboro death fund which the Alabama legislature is so anxious to provide!

Today, in the South, there is increased militancy and a desire for working-class unity. As for the lynch-rulers, has their attitude towards the boys softened? Not by one iota! More than ever today they are determined to murder these nine innocent boys. Let me show concretely what I mean:

The Alabama legislature has just passed a bill appropriating \$35,000 to defray expenses of Jackson County in the prosecution of the Scottsboro boys. In other words, the State allows the prosecutors of the boys to dip into the treasury for \$35,000—it provides, actually, a Scottsboro death fund.

The legislature is also considering a bill to give judges in the circuit and other courts the authority to pass on the qualifications of lawyers from other states. Representative Arnold, author of the bill, says frankly that it is aimed at the attorneys of the I.L.D.

Within the next few days, a definite date will be set for new court actions in the Scottsboro cases. Bail will be asked for Olen Montgomery and Willie Roberson, in the court of Judge Callahan at Decatur. In the same town, before Judge B. L. Malone of Juvenile Court, the cases of the two youngest boys, Roy Wright and Eugene Williams, will be considered. All four boys will be represented by attorneys employed by the International Labor Defense—Osmond K. Fraenkel of New York and C. B. Powell of Birmingham.

When will these hearings come up? The I.L.D. does not yet know. No dates have been set, and this is in itself significant. Although it is certain that the hearings will be held soon, the State has avoided setting a definite time. There is no question that the Alabama officials intend to notify the I.L.D. at the last moment, in order to create the greatest difficulties for us, and above all, to avoid publicity in the case, to avoid letting the masses know what is going on. A swift and quiet railroading—that is the object of the prosecution.

How will the I.L.D. conduct these hearings? It will provide the best legal defense, of course. But—and here let us speak frankly—there are tremendous financial difficulties. Such hearings will cost the defense not less than \$4,000! We have collected very little of this. And so, once more, we must appeal to the readers of the Daily Worker. Rush funds to Room 610, 80 East 11th Street, New York.

We can and must meet the tricks of the Alabama lynchings! We must raise a Scottsboro freedom fund to match the Scottsboro death fund which the Alabama legislature is so anxious to provide!

SEABOARD DENIES NEGROES SERVICE

Air-Conditioned Cars for Whites Only

The Seaboard Airline Railway, which runs trains from New York "through the heart of the South," denies Negro travelers the use of air-conditioned coaches between certain points, a company time table shows. But there is no proportionate fare reduction to Negroes for the inferior service.

The company advertises four air-conditioned specials—the New York-Florida Limited, giving service between New York and Florida; the Cotton State Special from New York to Washington, Atlanta and Birmingham; the Robert E. Lee, which observes the same schedule, and the Southern States Special, a running mate of the New York-Florida Limited.

On the Florida run, the colored coach between Jacksonville and St. Petersburg, according to the time table, is not air-conditioned. This does not apply to the white coaches. For the Robert E. Lee and its running mate the Seaboard advertises air-conditioned coaches for whites between Washington and Atlanta and Birmingham, but not for Negroes.

Jules Bledsoe Sues Bus Co. For \$500; Also Driver For Assault

Jules Bledsoe, baritone soloist and actor, has brought suit against the Hudson Transit Bus Co. in the local Municipal Court as the result of some trouble with one of the latter's drivers at Highland N. Y. last week. Bledsoe charges that he was refused transportation on one of the Hudson buses after he had bought a ticket, and is suing to recover \$500 damages under Section 41 of the Civil Rights Law, which forbids discrimination by public utilities because of race.

Bledsoe purchased his passage following an accident to his car while en route to his farm at Roxbury, N. Y. The singer has also brought an assault charge against the driver of the bus, who Bled-

soe claims, belabored him with a piece of iron pipe when he insisted on boarding the vehicle.

Columbia, S. C. State

October 9, 1935

COUNCIL REFUSES TO REDUCE FARES

Turns Down Recent Plea of Negro Taxi Operators. FOR LOWER RATE

Petition of Blue Ribbon Taxi Club Denied—Gives Reading to Ordinance of Sales.

Petition of the Blue Ribbon Taxi club, a concern whose members operate taxis for service to Negroes of Columbia, to be allowed to reduce its minimum fare from 25 cents, the present rate, to 15 cents, was denied yesterday morning by the Columbia city council.

Council also gave first reading to an ordinance designed to prevent merchants conducting closing out sales from bringing in, from outside, merchandise and offering it to the public as part of the original stock of goods.

The petition of the Blue Ribbon club was denied on motion of Councilman W. P. Eleazer, he and Councilmen W. D. Barnett and Gary Paschal and Mayor Owens voting for the motion and Councilman Colin S. Monteith against it.

The club, which was represented by Willie Pope, Joseph Hope, Eddie Bentley and Lawrence Walton, outlined its position as previously given at a meeting of council. Its representatives said it catered solely to Negro trade; that many Negroes who could not pay 25 cents for fare could pay 15, and that the operators could make more money at a minimum of 15 than they could at 25 cents because of increased volume of business.

Councilman W. W. Barnett said operation of a taxi would cost not less than five cents a mile and that to cut fares to 15 cents would bring income below the cost of operation.

The club representatives said they had noticed that the Broad River Power company opposed the granting of the petition. They argued that at 15 cents minimum they would still charge more than twice as much for transportation as the utility company.

Three Types of Fares.

"To grant this petition," Mr. Barnett said, "means we will have three types of transportation in Columbia: Twenty-five cents for white taxis; 15 cents for Negro taxis and seven cents for street car and bus fares."

The Broad River Power company had, at a meeting of council several days ago, objected to the reduction in taxi fares, saying that about 65 per cent. of its patronage was Negro and that to reduce the taxi fare would affect the income of the power company, which, it was claimed, was already losing money. The company was represented yesterday by N. H. Coit, vice president; J. B. S. Lyles, attorney, and J. W. Spence, super-

intendent of transportation, but none of the three spoke, the petition being denied immediately after the Negroes had made their presentation.

To Regulate Sales.

J. J. Hope, member of the Merchants' association, introduced Virgil Dibble, secretary, who presented a draft of an ordinance to regulate closing out sales, discontinuance of business sales and the like. It was claimed that at times a merchant, in a closing out sale, might replenish his stock by addition of goods not originally in the store, and thus mislead the public.

The proposed ordinance would make such procedure unlawful unless such replenishment was advertised or otherwise clearly indicated.

The ordinance was given its first reading.

M. A. White, 72, asked for a free license to make key rings, which, he claimed was about his only way to get an income to enable him to move elsewhere. On motion of Gary Paschal, his request was denied.

More "Jim Crow" Asked

THE INFORMER notices that Representative Gaston Palmer of Normangee has introduced a bill in the Texas Legislature asking for an extension of the Texas "Jim Crow" laws. As these laws now stand they do not authorize the "Jim Crow" either on street cars or on busses.

If there is no protest, the bill will be passed as a matter of course. It may even be passed if there is protest. And with the passing of the bill, Negroes will be charged first class fare on busses for much worse service than they get now on the back seats.

Shall we protest against this exploitation? Or shall we let it pass as if we want it and like it?

NEGRO LEADERS NOTE PROGRESS OF RECENT BILL

Palmer Law Lines Up With Bitter Attacks Made in Campaign

AUSTIN.—Negro leaders of Austin are watching with keen interest the progress of a recent bill offered in the Texas House of representatives, which seeks to extend and make more inclusive the "Jim Crow" laws. Now on the statute books of the State, it has been learned by The Informer.

The bill was introduced by Representative Gaston Palmer of Normangee, and has for its purpose making bus transportation more difficult and inconvenient for Negroes throughout the State of Texas. The bill provides that motor coaches must be equipped with a separate compartment for Negroes, similar to the compartments which are provided on "Jim Crow" passenger trains in Texas.

Negro leaders expect to call attention of the legislature to the fact that under the Texas "Jim Crow" railroad bill, Negroes are actually charged first class fares for third, fourth, and fifth class accommodations; and it is felt that the same thing will happen if the Palmer Bill now pending before the Texas Legislature becomes a law.

There is considerable talk here

of forming a state-wide organization, composed not only of Negroes, but also of fair-minded white people, to protest the passage of this new "Jim Crow" bill, which in substance is but another means of exploitation of Negroes under the guise of separating them from other races.

It was also thought in some quarters that the introduction of this bill was in line with Governor Allred's bitter attacks upon Negroes in his campaign for Governor over the state last summer.

Made To Dress As A Maid On Pullman Car

Mrs. Charlotte Brown
Pulled Out of Berth;
Faced Arrest

U. S. ENVOY BALKED
Was On Tour With
Group of Noted
Educators

GREENSBORO, N. C. — (ANP) — Early last spring, many of the most distinguished citizens of New York City, came to the home of Mrs. James Roosevelt, mother of the President of the United States, as guests to pay honor to Mrs. Charlotte Hawkins Brown, founder and principal of Palmer Memorial Institute at Sedalia, North Carolina.

Last week, Mrs. Roosevelt's honored guest was forced to dress herself in a maid's attire in order to travel with white friends in a Pullman car in Texas. Before agreeing to wear the uniform of a maid, Mrs. Brown had been humiliated by being yanked out of a berth at one-thirty in the morning, under threat of arrest, and forced into a second-class coach packed with

Mexican immigrant cotton pickers, more agreeable form of humiliation.

With Tour Party

Because of her achievement in rural education and her distinction in national educational affairs, Dr. Brown was invited to be one of a group of educators who toured Mexico under the auspices of the Association of Progressive Educators of the United States.

The Association held a convention in the Palace of Fine Arts in Mexico City. Three hotels in that city refused to admit Negro delegates, and a protest was voted by the association.

Rudely Awakened

Returning from Mexico with a group of her associate educators (white) Dr. Brown reached Laredo, Texas, on the border. The Mexican conductors aroused her at 1:30 a. m. and informed her that Texas law forbade Negro interstate travelers from occupying seats even in a Pullman car where whites were seated.

Under pain of arrest, they insisted that she go into the second-class Mexican coach. Dr. Brown yielded to their demands and found herself crowded in with a group of cotton pickers.

Gets Ambassador's Aid

She appealed in vain to the train conductor for drawing room or compartment accommodations for the 48 hours travel to St. Louis. This was refused.

Within three hours of San Antonio, she secretly offered the train conductor a five-dollar tip if he would agree to the Pullman conductor's willingness to shelter her in a drawing room to Antonio. This was arranged.

At San Antonio, Dr. Brown got in touch with Ambassador Josephus Daniels, whom she knew, and informed him of her predicament. He wired into San Antonio in an effort to arrange suitable accommodations, but without avail.

The officials of the Missouri Pacific, the Pullman conductor, and the officers of the association could do nothing to modify this rigorous application of the Texas law.

Dr. Brown's associates even offered to pay for all space in the car to protect Dr. Brown from Texas passengers, but even that was futile.

Finally, the Pullman conductor informed her that he could carry her only if she posed as a maid.

In order to assure herself of a modicum of comfort, Dr. Brown submitted to what she considered a

Is Jailed Because

SHE SAT IN FRONT OF WHITE

WOMAN ON CAR

HOUSTON.—Taken off a street car by a policeman on October 6, Miss Selena Tollerson, 22, will face a charge of violating a Jim Crow

law in a preliminary hearing before Justice of the Peace Maes at 1 p. m. Tuesday. Miss Tollerson was arrested on complaint of a white woman that the colored woman had sat in front of her on the street car, and had talked back to her when she spoke to her about it. Miss Tollerson was taken to the City jail, and her bond set at \$50 in corporation court. Later the case was transferred to Justice Maes' court and the bond changed to \$200.

Miss Tollerson is reported to have boarded the streetcar on Franklin street near the Southern Pacific depot, and to have taken a seat near the rear of the car. The white woman, who was in the seat behind her is reported to have spoken to her. Miss Tollerson then moved to another seat further back. At Main and Franklin, the white woman is reported to have had the motorman to hold the car while she sent her grandson, a small boy, to get a policeman.

Miss Tollerson was held in jail overnight and released the following day, on bond furnished by her uncle, W. C. Denson, with whom she lives at 3514 Bremond. She was charged with violation of the State separate coach law.

The incident is reported to have happened on Sunday afternoon, October 6, about 5 p. m. "The shade was pulled down by the woman's window," Miss Tollerson told an INFORMER reporter. "I didn't notice that it was a white woman because she was sitting so far back." The young woman stated that after she sat down the white woman touched her on the shoulder and asked, "What do you mean by sitting in front of me?" Miss Tollerson said she then noticed for the first time that the woman was white.

Held In Jail

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Sent For Police

It is reported that the white woman had the motorman to stop the car while she sent the boy to get Officer Ruland, a patrolman stationed at Main and Franklin. The policeman then came on the car and removed the Negro woman. The charge against Miss Tollerson was filed by Ruland.

Jim Crow Cars - 1935

Virginia.

Four Bus Passengers Overcome By Carbon Monoxide Fumes After Being Refused Refuge From Cold In Restaurant

Jersey Couple Refuse Settlement; To Sue For Damages

BUS SKIDS INTO DITCH

Choked Exhaust Said To Be Cause of Poison Gas

FREDERICKSBURG — Suffering the combined ill effects of intense cold and suffocation by carbon monoxide fumes, Theodore Vick, of Pennsgrove, N. J., intimated that he would bring suit against the Great Eastern bus line by refusing settlement proffered by an insurance company for the bus lines.

The plight of Vick, his wife, Mrs. Margaret Vick, Miss Mildred Chatman of Meridian, Miss., and Jesse Butts, of Norfolk, came about as a result of their being refused refuge in a nearby restaurant where the white passengers were sent to keep warm after the bus skidded from the Jefferson Davis Highway into a ditch near here Thursday, January 31.

Taken To Hospital
All four were brought to the Mary Washington Hospital here after they were discovered overcome by fumes which entered the bus when the exhaust became choked. The condition of the Vick, was regarded by physicians as more serious than that of the other two.

Vick, however, responded quicker, and was discharged from the hospital the next day. The other three were detained.

The bus, enroute to Richmond, was travelling over an icy stretch of concrete when the accident occurred. The driver unable to drive the bus from the ditch under its own power, advised the passengers to go to the Austin Farms Restaurant nearby, and keep warm until

he was able to summon aid and get the bus back on the road.

All followed instructions, the four colored passengers arriving at the establishment along with the whites.

Forced Out Into Cold
Once inside, however, they were informed that no provision for Negroes had been made there. Forced out into the cold the group sought refuge in the deserted bus.

Meanwhile, the driver aided by a crew of eight men was attempting to put the bus back on the road. The four entered the vehicle. Vick sat in the front near the door while the other three occupied the rear seat.

After the expiration of about an hour, Butts, came forward and notified Vick that his wife was shivering apparently with the cold which inevitably found its way into the interior of the bus.

Refuses Settlement
Vick immediately went to her aid and after a few minutes she lapsed into unconsciousness. Gradually the others were overcome and rendered senseless. As soon as their plight was discovered they were brought to the hospital where Dr. Earl R. Ware attended them.

Vick said that the settlement offered him by the bus' insurance company was not satisfactory and that he would take the matter up with his lawyer.

NATIONAL TRAIN WORKERS MEET IN NEWPORT N.

To Fight Discrimination Against Race On Railroads

NEWPORT NEWS, Va. — The assistance of Joseph B. Eastman, federal coordinator of railroads, and the United States Mediation

Board, both of Washington, D. C., is to be sought by the Association of Colored Railway Trainmen in an attempt to remedy what the association describes as the unsatisfactory conditions under which Negroes labor in practically all of the yards where they are employed, and particularly in the Virginian Railroad yard at Sewalls Point, Va.

This was decided at the sixteenth annual meeting of the body here, August 4 through August 8. During the meeting a telegram was received from Walter White of New York, secretary of the N. A. A. C. P. for which the association expressed its appreciation by responding by telegram. There were also several letters from Coordinator Eastman setting forth facts of the discrimination against Negro trainmen and firemen.

There were letters from the president of the Virginian Railroad stating that he did not have Negro brakemen on his road. Certain points were discussed with reference to this matter, showing the possibility of a cut in the rate of pay of the colored employees of the Virginian.

This convention in Newport News is considered by the attendants to have been one of the best in the history of the organization. T. D. Redd, of Louisville, Ky., president of the International Association of Colored Railroad Employees gave a very timely talk along the line of the necessity of organization among colored men.

It is hoped that these organizations will combine their efforts for the future protection of all classes of workers throughout the country. Attorney L. Marion Poe was speaker at the Wednesday morning session.

New Orleans, La. has been selected as the next place of meeting, which will open on the third Monday in July, 1936.

The association re-elected H. O. Gair of Baton Rouge, La. as its national president. Other officers elected were: grand vice president, J. K. Grice, Silsbee, Texas; grand secretary, R. L. Edwards, Roanoke, Va.; and grand treasurer, Will Miller, Knoxville, Tenn. The

grand trustee board consists of H. A. Johnson, first chairman, Baton Rouge, La.; J. J. Crocker, second chairman, Norfolk, Va.; D. W. Mims, secretary, Newport News, Va.; and C. B. Seals, grand organizer, Glade Springs, Va.

The association opened its session with memorial services at the Wesley Grove Christian Church. Those commemorated were Brothers G. T. Chapple, H. G. Louis, Edward Anderson and R. C. Butcher. The order of services was as follows: selection, Wesley Grove Choir; scripture lesson and prayer, chaplain; vocal solo, Mrs. Ida B. Dorsey; oration, Prof. Peter S. Ridley; vocal solo, Harry Savage; paper by C. B. Seals, G. O.; remarks, President H. O. Gair; vocal trio, Misses Frances King, Gwendolyn Hall and Inez Turner; solo, J. H. Jones of Roanoke; introduction of pastor, Atty. J. L. Rainey; memorial sermon, the Rev. J. B. Jones; and vocal solo, Miss Nannette Palmer. The ushers were Mesdames Bertha Bryant, Carrie Gringles, Amanda Douglas, Elizabeth Lee and Annie L. Smith. A. M. Mask was master of ceremonies; E. W. Smith and W. R. Cooke were members of the finance committee.

The business sessions of the body which were held in the auditorium of the Odd Fellows Hall at 22nd St. and Madison Avenue, began on August 5, with grand president, H. O. Gair, presiding. The members of the Ladies Auxiliary were present at the opening meeting. Rules of business were suspended for a few minutes in order that the members might discuss business during the past year. Separate meetings were held by the two groups for the remainder of the sessions.

The roll of delegates includes locals No. 3, Knoxville, Tenn.; B. Hartwell; No. 8, Baton Rouge, La.; H. A. Johnson; No. 15, Montgomery, Ala.; E. F. Corbett; No. 22, Silsbee, Texas; Otis Alexander; No. 24, Minden, La.; R. Jett; No. 29, Bluefield, W. Va.; C. H. Paris; No. 35, Roanoke, Va.; J. A. Reynolds; No. 40, Norfolk, Va.; J. J. Crocker; No. 55, Kansas City, Kans.; P. W. Rhodes; No. 60, Newport News, Va.; E. W. Smith; No. 67, Sewalls Point, Va.; Howard Lyons; No. 68, New Orleans, La.; Wade H. Wilcox. The total number of delegates and visitors was seventy-five.

The aim and object of the association is to protect its members and their rights and to better the working conditions on all railroads throughout its jurisdiction, also to keep open the doors for those who may be employed in the future.

The time has come when Negro trainmen must stand together, or they may be no longer able to hold their positions in train and yard service, due to discriminations which are being heaped upon the heads of present workers. It is the effort of the members of this organization to under the same good and efficient

service as any other group of employees, but in spite of this, the colored workers are the only employees discriminated against, it was reported.

Fined And Jailed On Charge Of Resisting An Officer

By Royal L. Hurtt

Petersburg, Va.

People far and near who have read the slogan, "Petersburg, the Friendly City," are marvelling at the fate which befell Miss Elizabeth Burton, of New York.

Miss Burton who was traveling with her sister from New York to Norfolk spent several days in jail and was fined \$20 when she refused to change her seat for a less comfortable one, without an explanation.

Testimony showed that she rode in an aisle seat from New York to Washington without an opportunity to properly recline and when she arrived in Washington she and her sister had to take separate buses in order to get seats.

She said that she was ill and had traveled in discomfort until she reached Richmond. On arriving in Petersburg, several colored passengers having left the bus she moved backwards but was still in the front of all the other colored passengers, when the driver of the Greyhound Bus told her he needed her seat, and when asked why, called a police officer to eject her. He also said that when the officers came they had a piece of paper which, if it was a warrant, was never read. She explained the discomforts of her long journey and that she was sick and this seat was the only comfortable seat she had been able to secure, except for the short distance from Richmond to Petersburg. Without explaining the law to her, she declared the officer forcibly moved her from the bus and bodily put her into the patrol wagon. She was taken to jail to await trial.

The bus driver admitted that the seat he asked her to take was not as comfortable as the one she occupied.

Police Officer Goodwyn testified that Miss Burton resisted arrest and was boisterous; and that he talked to her about five minutes to get her to move, and that she attacked him. Officer Jackson admitted that at the time Officer Goodwyn said the girl attacked him he had her by the right hand and Officer Goodwyn had her by the left hand.

T. L. Taylor, defense attorney asked which hand she used when her left hand and right were being held but no answer was given. Officer Goodwyn also admitted he threatened to slap a colored lady who put her hand on his arm when he started to remove the defendant by force.

Evidence showed that it was physically impossible for Miss Burton, who is a small, soft-spoken girl, to have created the excitement and offer the resistance she was said to have done. Judge Thinks Jim Crow Law A

Good Law

Both Commonwealth's Attorney Chas. H. Pollard and special attorney for the Greyhound bus prosecuted the case. She was convicted of resisting arrest and failing to obey the bus driver. The fine was \$10.00 in each case.

Justice Edwin F. Clements in passing sentence said, "This law is made for the benefit of both races and is evidently a good law."

However, he did not pass on whether 'wheel seats' and aisle seats are as comfortable as the other seats.

Defense Counsel contended that having bought her ticket in New York for inter-state travel she was not subject to this Jim-Crow law which is intra-state. He further contended that even under the Jim Crow laws of Virginia she was entitled to equal accommodation, which seat to which she was assigned did not afford.